

Nay, the case is worse than that. For the street car companies were obliged, in addition to paying 55 per cent of their net earnings into the city treasury, to pave and clean streets to an amount exceeding \$11,000,000. Hence, the patrons of the cars saved to the landowners during the seven years \$24,647,381.



Another "settlement" is now in progress. It will be noticed that the social activities that have been operated by the municipality, such as the water works, were settled once for all, when the city took possession; and that the private activities operated by individuals, such as merchandising, cause no friction; but the social activities that have been placed in the hands of individuals, such as street-cars, gas, and telephones, have been a continuous and vexatious source of trouble. The present undertaking to combine the surface and elevated roads, together with the introduction of subways, again raises the question of fares and services. The president of the surface line makes the point that that part of the nickel that goes to the city should be put into betterment of service. Whether or not the city's portion of the nickel should go to betterment of service can be determined only by experts conversant with all the facts. But with three cent fares in successful operation in Cleveland, and in other places where the companies declared it impossible, it is rather late in the day to advance the rate in Chicago. And any one who has risen to the plane of distinguishing thine from mine can see that under no circumstances should a part of the nickel go to the city. When the cash girl and the messenger boy pays his fare for a ride on the car, it should be with the full consciousness that that fare pays the full cost of the ride, and not a mite more. A tax added to the fare is one of the most unjust and inexcusable of all the indirect taxes. If the controlling political power of the city is determined to delegate this social service to private agents, let it at least see to it that the fare collected from the patron goes to pay the car service, and not toward paying the taxes of the land owners. s. o.



#### William M. R. French.

In the death of William M. R. French Chicago has lost a true leader of her people, a democratic lover and true critic of art who for more than a generation has used his versatile talents in the highest sort of service for his city—the interpretation and the introduction of art to her citizens. Largely due to Mr. French is it that in

the three decades since the now world-famous Chicago Art Institute first opened its unknown doors to the public, it has never failed to prove itself the whole people's institution. Its free days and evenings have been those most convenient for school children and their busy elders. Its beautiful halls and corridors have been the generous meeting-places for all sorts of public gatherings always upon the condition that no admission should be charged. Prosperity has not spoiled its first ideals, and Mr. French's Art Institute is today one of the most precious possessions of every Chicagoan.

A. L. G.



#### INTERNATIONAL FRIENDSHIP.

In the long run of history it will be found some day that the present administration in Washington has done nothing greater for the advancement of civilization than to take and hold its attitude of friendship and fairness toward other nations. Whether it be toward Mexico, or England, or Colombia, this attitude of friendliness and fairness has been bravely maintained in spite of the awful, and, alas, too popular temptations to displays of jingoism. Oh, the shoutings that come so easily to the bullying attitude! Snap fingers in the face of Colombia, put thumbs in waistcoat sleeves to England, wipe up the floor with Mexico, all such proceedings still win shouts loud enough to drown quiet disapproval.

And yet the world and we have been growing in healthy disapproval of this ancient barbaric regime. The civilizing influences are increasing, and they have been immensely helped forward by President Wilson and Secretary Bryan during the past few trying months. How the administration has withstood jingo shouts and stood steadily for peace and friendship will some day be set down to its glory.

Any reader of history can see that the tiger spirit was in the ancient past the accepted attitude between nations. Even in the peaceful matter of trade, in later times, the thought was that the good of one had to mean the hurt of the other. In all ways the international feeling was conceived of as necessarily hostile. Gradually has come the dawn of another thought. The reader of history can see the gradual evolution of the new spirit, which knows that co-operation and good will are better than hatred and fighting. Talk of national pride: well may we feel pride that the present government of this nation has the new spirit in promoting the evolution of higher civilization in the world.

As a corollary of the ancient false pride of na-

tions there still survives a notion about the protection of the "American citizen" or the "British subject," a notion which it is to be hoped we are also beginning to outgrow. Now, there is enough of truth and right in this idea to give it the color of favor. Of course a nation must protect its people, each individual person, wherever and whenever protection is needed and deserved. But to declaim about armies and navies to protect or avenge some wild prospector or speculator who has got into trouble in some corner of the world is quite absurd. Every sensible man who thinks a moment knows that it is absurd. And the absurdest part of the absurdity is the idea that national honor is involved, no matter what the "American citizen" may have been doing. Really such thoughts are too childish and silly to last much longer.

One trouble about the slowness with which we advance toward a better ideal of international peace and friendship lies with the conduct of our public schools. Children are taught formulas of patriotism, are drilled in a ritual of saluting the flag, are inspired with histories of belligerent heroes, while too little stress is laid on the greater stories of moral heroism and peaceful achievements. We need to realize more fully than we do that the public sentiment of tomorrow will depend upon the public school of today. And so we need to get into our public schools a finer sense of real patriotism, a higher ideal of civilization, and a nobler view of international dealings. We need histories to be written wherein Funston marching through bloodshed to the City of Mexico will be shown less glorious than Wilson and Bryan laboring quietly to establish right and justice without the horrors of war. JAMES H. DILLARD.

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## INCIDENTAL SUGGESTIONS

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### INCONSISTENT SPECIAL PLEADERS.

Cincinnati, June 4.

What sort of an apology for a mind has a "statesman" who in the same identical speech will gravely advocate the exemption of coastwise vessels from the payment of Panama tolls on the ground that it will reduce railroad rates, and then turn right around and advocate the Interstate Commerce Commission's granting the railroads the right to advance rates. These "statesmen" during full thirty minutes get red in the face denouncing the wicked railroads as being the "real parties in interest" seeking the repeal of the free toll law, and then they get all "het up" about the "injustice of hampering those great arteries of trade" by delaying allowing them to advance rates. Almost in one breath we are told that free ship tolls will mean lower railroad rates and also that present railroad rates are

too low and should be advanced. We are warned that no one will profit by repealing the toll exemption law except the railroads and before you bat your eye you are admonished that higher railroad rates is the sole thing lacking for a return of prosperity. Certainly if it is a good thing to have free tolls that railroad rates may be reduced below the present level, the Interstate Commerce Commission should not allow rates to be advanced beyond the present level. On the other hand if present railroad rates are too low and should be advanced certainly anything like free tolls that would reduce them should not be. Can a thing both be and not be? Yea, it can, but only to the Gothic mind.

ALFRED H. HENDERSON.

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## NEWS NARRATIVE

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The figures in brackets at the ends of paragraphs refer to volumes and pages of The Public for earlier information on the same subject.

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Week ending Tuesday, June 9, 1914.

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### Congressional News.

The House passed on June 5 the three anti-trust measures, the Clayton bill, the Covington bill, and the Rayburn bill. The vote on the Clayton bill was 275 to 54. All the Democratic members, except White of Ohio voted for it, together with 42 Republicans, sixteen Progressives and William Kent. Before passage the bill was amended. One amendment exempts labor and farmers' organizations from prosecution as trusts. Another forbids, in cases involving labor disputes, issuing of injunctions prohibiting "any person or persons from terminating any relation of employment, or from ceasing to perform any work or labor, or from recommending, advising, or persuading others by peaceful means so to do, or from attending at or near a house or place where any person resides or works, or carries on business or happens to be, for the purpose of peacefully obtaining or communicating information, or of peacefully persuading any person to work or to abstain from working; or from ceasing to patronize or to employ any party to such dispute, or from recommending, advising or persuading others by peaceful means so to do; or from paying or giving to or withholding from, any person engaged in such dispute, any strike benefits or other moneys, or things of value, or from peaceably assembling at any place in a lawful manner, and for lawful purposes or from doing any act or thing which might lawfully be done in the absence of such dispute by any party thereto." Another amendment allows persons charged with indirect contempt a trial by jury. [See current volume, pages 514, 542.]



Other features of the Clayton bill are prohibi-